## Canyon Highway — No. 7

## Agencies Cooperate in Effort To Preserve the Scenic Values

In February, 1968, four agencies (Provo Chamber of (3) That construction interfere Forest Service, and Utah Fish cannot be replaced. and Game Department asking (4) That adequate lookout seven requests and to "abide by numerous scenic views. them as closely as possible in (5) That the canyon's unique

The requests, in capsule form, from the highway. included: (1) That the highway (6) That the agencies department design and con- cooperate in prohibiting construct a highway that will struction of unsightly establishenhance rather than detract ments and advertisements along from the canyon scenery, and the highway and keep structures that consideration be given "to in harmony with the surrounding all human values desired from landscape. the canyon."

By JOSEPHINE ZIMMERMAN potential remain highly ac-needs and interests of the

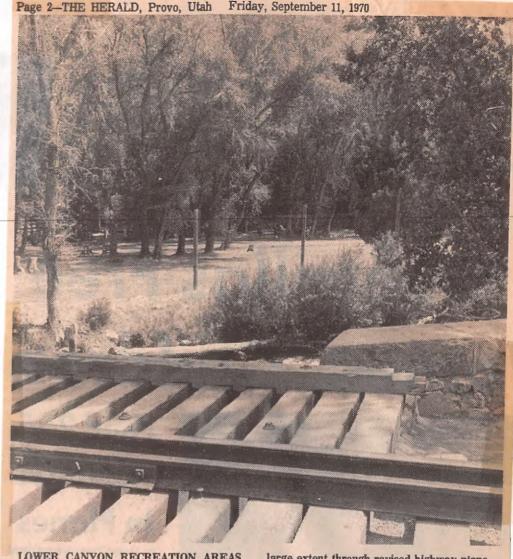
Commerce, Utah County as little as possible with the Commission, Provo City Corp., natural river bed, since Provo and Wasatch County Com- River provides more fishing mission) directed a letter to the than any other Utah river, and Utah Highway Department, U.S. fishing waters, if destroyed,

them to give careful study to points be planned for the

planning the Provo Canyon high- geographic and geologic formations be protected and remain visible and accessible

(7) That the Forest Service (2) That the developed and Fish and Game Departrecreation areas and un-developed areas with recreation the canyon and insight into the

cessible from the main highway. people, keep in close touch with the highway department, and (Continued on Page 2)



LOWER CANYON RECREATION AREAS such as Canyon Glen, shown across the old railroad bridge, have been preserved to a

large extent through revised highway plans, according to Provo City and Utah County

## Canyon Highway

Strong Effort Made to Preserve Scenic and Recreational Values

(Continued From Page 1) that all coordinate their efforts to provide the people with a better highway for travel and Provo Canvon.

criteria given, it is difficult to public." mendations."

end of the project."

should request a modification of important fishing holes." the design criteria for the seclater, Clarence Thornock, letter continued. He recom- from Rotary Park to the trestle. supervisor of the Uinta National mended that this section be

meet some of your recom- Emphasizing that "suitable itself. recreation sites are at a He indicated that some ten- premium in this magnificent also stressed the highway tative changes in the canyon," Mr. Thornock department's cooperative atpreliminary alignment had been presented an alternate road plan titude. Commissioner Paul made, but stated "While we which would provide for more Thorn declared, "The alignment agree on general principles, we fully-developed commercial we now have in the lower canyon are having difficulty with facilities and public recreation is a far different road from the significant details on the upper sites to serve the traveling plan which was first presented to public. They further recom- us." "There is such a concentrated mended a reduction in speed scenic overlooks, geological well as changing the design

located in a critical 4½-mile and guard rails to "help keep the section of this canyon that we proposed highway out of several

The letter also recommended also a more beautiful and useful tion from Nunns to a point one development of the old railroad quarter mile above the Alpine right-of-way into an excellent In June, 1969, a year and a half Loop junction," Mr. Thornock's bridal path and fisherman's trail

Members of the Provo City Forest, sent a progress report on taken out of the limited access Commission reported this week a coordinated study by the category and developed for four that during months of agencies of the lower Provo lanes of traffic, plus a center negotiations, the highway Canyon highway project. While lane in lieu of a center median, department had been "most congratulating the four pointing out that it would cooperative in meeting our governmental bodies "on giving "greatly enhance the developed requests ... within limits." Those meaningful guidance in planning recreation areas close to the limits included the Road this highway project," the letter highway" and make them Commission's decision to build a indicated that "with the design "highly accessible to the limited access freeway, and the limits imposed by the canvon

The Utah County Commission

Lavern D. Green, Utah County complex of recreation sites, from 60 to 45 miles per hour, as Surveyor, stated "We have been able to save most of the formations, and fishing waters criteria with vertical bin walls recreation areas in the lower canyon for the enjoyment of the

public, and have insured that they can be reached by way of a safe road which will be free of dangerous thru traffic."

The present canyon road will revert to Utah County when the new road is completed, and the Utah County Commissioners affirmed that they will maintain it as a good access road to the recreation areas.

Concerning the higher section of the canyon, Commissioner Thorn emphasized, "We have told the Road Commission that we don't want any chute carrying the traffic from Heber City to Provo." He pointed out that no definite road plan has yet been presented for the upper portion of the road, but said the Utah County Coordinating Council, the Council of Governments, and other agencies will continue to work closely with the highway department in getting the best alignment possible.

Mr. Thornock declared that while the decision to build a freeway had eliminated plans for the scenic road, he felt the highway department had made many changes and concessions which are desirable. He also pointed out that the speed on the new highway is being planned for 50 miles per hour, rather than the original 60, which will be beneficial for sightseers. This lower speed limit was confirmed by Bert Taylor, pre-construction engineer.